



"VARIETY IN HUNTING AND FISHING"

NORTH DAKOTA GAME AND FISH DEPARTMENT

100 NORTH BISMARCK EXPRESSWAY BISMARCK, NORTH DAKOTA 58501-5095 PHONE 701-328-6300 FAX 701-328-6352

October 7, 2002

Ken Birst, P.E.
Design Engineer
ND Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

Dear Mr. Birst:

RE: US Highway 2 - Draft Environmental Impact Statement
NDDOT Project No. NH-7-002(051)032

1. The North Dakota Game and Fish Department has reviewed this document for wildlife concerns. Of the four alternatives considered for more detailed analysis, the South Alignment and Selective North-South Alignment appear to be the most environmentally benign. However, as the "Super 2" alternative met all criteria except for being a divided four-lane, we wonder whether ample consideration was given this option before it was dropped from consideration.
2. There is some discussion within this document (pages 4-23 to 4-25) regarding the mitigation of wetlands impacted in the 1970's. It is unclear whether these habitat losses were ever mitigated. We have no objection to the mitigation of these wetland acres provided it is not intended as a replacement for existing no-mow or managed mow provisions. It is our thought this would be better done after an approved plan has been developed to mitigate for no-mow areas.

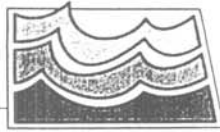
Sincerely,

Michael G. McKenna
Chief
Conservation & Communication Division

js

North Dakota Game and Fish Department**Response:**

1. The Super Two Alternative was not advanced for detailed consideration because it does not meet the purpose and need of the project. It does not adequately address safety concerns created by traffic moving at vastly different speeds and it creates additional safety concerns associated with determining use of the passing lane under the adverse weather conditions typical of North Dakota in the winter. Additionally, the presence of lengthy military convoys raises both safety and national security concerns when a passing vehicle is unable to pass the entire convoy before losing access to a passing lane. The introduction of the Super Two highway configuration may lead to both safety and continuity concerns as drivers encounter an unfamiliar section of roadway because a "Super Two" configuration does not exist anywhere else in the state. Finally, the Super Two Alternative does not efficiently enhance system performance to function properly as part of the Interregional System of roads under NDDOT's Highway Performance Classification System due to safety concerns, passing restrictions, and limits on travel speeds due to slow-moving vehicles.
2. The mitigation of wetland acres is not intended to be a replacement for existing no-mow or managed mow provisions. House Bill 1012, passed by the Fifty-Eight Legislative Assembly, authorized the purchase of land to eliminate managed-mow areas. It also required public hearings in counties where the land is located. The same bill extended the deadline for the elimination of managed-mow to July 15, 2006. Therefore, the purchase of the mitigation tracts must be complete and in place prior to that date. A plan to move the managed-mow commitments for the highway ROW has been finalized in cooperation with the Federal and State agencies. The plan includes provisions to insure that the current environmental commitments will be satisfied.

**North Dakota State Water Commission**

900 EAST BOULEVARD AVENUE, DEPT 770 • BISMARCK, NORTH DAKOTA 58505-0850 • 701-328-2750
TDD 701-328-2750 • FAX 701-328-3696 • INTERNET: <http://www.swc.state.nd.us/>

October 14, 2002

Kenneth Birst
ND Department of Transportation
608 East Blvd. Ave.
Bismarck, ND 58505-0700



This is in response to your request for environmental impacts associated with Project No. NH-7-002(051)032, an improvement project to ND Highway 2 between Williston, and Minot, ND.

The proposed project has been reviewed by State Water Commission staff and the following comments are provided:

- Attached are portions of the Flood Insurance Rate Maps for Ward County, dated February 15, 2002; and the map for the City of Ray. The last sentence on page 4-29 states that the State Water Commission issues floodplain development permits. The local jurisdictions are responsible for issuing floodplain development permits (application forms are enclosed). Please apply to:

Dick Ross, Auditor
City of Ray
PO Box 67
Ray, ND 58849
Telephone (701) 568-2204

Donald Siebert, Building Inspector
Ward County
315 3rd Street SE
Minot, ND 58701
Telephone (701) 857-6432

1.

- The alternative alignment depicted on page 2-6 would be partially constructed in Williston's floodplain as shown on the Flood Insurance Rate Map dated September 1, 1987. Prior to construction, application for development on a floodplain should be made to:

Monte Meiers
City of Williston Engineer
PO Box 1306
Williston, ND 58802
Telephone (701) 573-8161

2.

- All waste material associated with the project must be disposed of properly and not placed in identified floodway areas.

JOHN HOEVEN, GOVERNOR
CHAIRMAN

DALE L. FRINK
SECRETARY AND STATE ENGINEER

3.

- Attached is location data for observation wells in the vicinity of the project. This may or may not pertain to your area of concern. If wells are located in your project area, please contact the Water Appropriation Division of the State Water Commission. Additional information concerning wells can be obtained at web site:
<http://water.swc.state.nd.us/dataresources.html> (under Ground/Surface Water Data)

4.

- Benchmarks should be retained if possible. Our records indicate many in the vicinity of the project. Information concerning benchmarks is shown on the attached sheets. If it is not possible to retain a benchmark or if it no longer exists, we would appreciate you informing this office. We also suggest you contact the National Geodetic Survey, Attn: N/CG 162, Rockville, MD 20852. If the benchmark has to be removed, the Geodetic Survey will then inform you of the procedure. Additional information concerning first order benchmarks can be obtained at web site:
http://www.ngs.noaa.gov/products_services.shtml

5.

- The County Water Resource Districts (WRD) along the route should be contacted and provided with the project details. The local WRD has jurisdiction over road drainage. Some WRDs may require additional permits to initiate the proposed work. The County WRD will provide the review and concurrence needed to complete the project.

6.

- The USDA Natural Resources Conservation Service should be contacted concerning effects to landowners and farmland.

There are no other concerns associated with this project that affect State Water Commission or State Engineer regulatory responsibilities.

Thank you for the opportunity to provide review comments. If you have any questions, please call me at 328-4969.

Sincerely,



Larry Knudtson
Research Analyst

LJK:dd/1721
Enclosures

North Dakota State Water Commission**Response:**

1. The NDDOT will obtain the needed flood plain permits if they are required.
2. The NDDOT's Standard Specifications for Road and Bridge Construction do not allow waste material to be placed in identified floodways.
3. If during design of the project, or if during construction of the project, a well is found to be within the construction limits, NDDOT will contact the Water Appropriation Division of the State Water Commission to determine the appropriate measures needed.
4. It is the NDDOT's policy to retain or reestablish benchmarks.
5. The County Water Resource Districts will be contacted during the design phase of the project.
6. The USDA Natural Resource Conservation Service has been informed of this project.



September 19, 2002

John H. Hoeven
Governor of North Dakota

North Dakota
State Historical Board

Appointed Members:

John E. Von Rueden
Bismarck - President
Duane K. Larson
Bismarck - Vice President
Marvin L. Kaiser
Williston - Secretary
Albert I. Berger
Grand Forks
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Director
Department of Transportation
Allan M. Sten ...
Tourism Department

Accredited by the
American Association
of Museums

Kenneth E. Birst, P.E.
Design Engineer
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

NDSHPO REF.: 00-0505, Review of Draft EIS, US Highway 2, Western ND.
NDDOT Project # NH-7-002(051)032.

Dear Mr. Birst:

We have reviewed the draft Environmental Impact Statement for NDDOT
Project # NH-7-002(051)032, August 13, 2002, and have the following
comment:

1.

General: Information provided in some sections is likely outdated due to the
time between original compilation of the EIS and the date submitted for
review.

2.

Page 4-32, 4th Paragraph, Last Sentence: Should be reworded to something
like: "The remaining 35 miles of the APE were intensively inventoried by
conducting a literature review and a pedestrian survey with transects
generally spaced XX m apart."

Thank you for the opportunity to review this document. Please include the
ND SHPO Reference number listed above in any further correspondence for
this specific project. If you have any questions please contact Duane Kliner
at (701) 328-3576.

Sincerely,

Merlan E. Paaverud, Jr.
State Historic Preservation Officer
(North Dakota)

State Historical Society of North Dakota

Response:

1. Comment noted. The information has been updated in the FEIS.
2. Comment noted. The recommended sentence has been reworded.

City of Minot

April 1, 2003

Office of the Mayor

Mr. David Sprynczynatyk, Director
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, North Dakota 58505-0700

<input type="checkbox"/> Dev	<input type="checkbox"/> Proj	<input type="checkbox"/> City	<input type="checkbox"/> Hwy
PROJECT			
TIED TO		DATE	
ORIGIN			
ITEM #			

Dear Mr. Sprynczynatyk:

1.

Thank you for your letter dated March 26, 2003 relative to the U.S. Highway 2 Project west of Minot. It has been the City of Minot's position for many years that the 4-laning of this important highway was needed for economic development in the northwest region of the state. To emphasize this need, I offer the following:

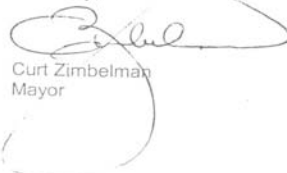
First, an appointed local task force is working diligently on a proposed intermodal freight facility for the Minot area. Because Minot is served by two Class I railroads and three U.S. highways, the prospect for such a facility is very good. We are confident that such a facility is feasible and may be in operation within two years. Obviously, such a facility will result in significant traffic (trucks, others) from all directions, including U.S. Highway 2.

Next, the Minot Vocational Workshop was recently awarded a long term contract with the U.S. Department of Agriculture for the processing and packaging of specific agri-products for shipment abroad. This is a multi-million dollar contract and will also result in increased truck traffic with respect to agricultural products from area farms. Target Stores has recently obtained a building permit for a major remodel of their retail facility at Dakota Square Mall. Also, a local developer has begun construction of a hotel and large indoor water slide park on the south side of Dakota Square. This facility will be a "regional" attraction, again resulting in increased vehicular traffic from all directions.

The Burlington Northern-Santa Fe Railroad is also planning a major upgrade to Gavin Yard in the near future. Minot has been designated as a 1,500-mile service stop for BNSF train traffic between Chicago and the West Coast. This together with projected train traffic increases warrants the facilities upgrade at the yard. We fully expect this project will also result in increased vehicular traffic, particularly related to agri-business.

The Minot economy is strong and growing. We support all efforts to improve transportation facilities leading to and from the city as not only benefiting the city but the northwest region of North Dakota.

Sincerely,



Curt Zimbelman
Mayor



The Magic City

515 2nd Ave. SW • Minot, North Dakota 58701-3739 • (701) 857-4750 • Fax (701) 857-4751
mayor@web.ci.minot.nd.us

City of Minot

Response:

1. Comment Noted



"Anderson Equipment"
<anderz@restel.net>

10/07/2002 08:05 AM

To: <kbirst@state.nd.us>
cc:
Subject: US 2 project

Mr. Ken Birst, P.E. - Project Engineer
ND Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

Dear Mr. Birst:

I appreciate the opportunity to review the proposed US 2 improvement from Minot to Williston.

The section going through the city limits of Ross is where my concern is. I noticed from the draft that it was being treated as a rural section. Correct me if I am wrong, but being considered a rural section is not allowing for any turning lanes.

The City of Ross has two grain handling systems on the west and east side of town. There is a large number of trucks that haul to and from each of these businesses. The visibility on either of these turns is obstructed by a curve between these two turns. With the 65 MPH speed limit and possibly someday being increased, it makes for an unsafe condition. The trucks turning off the highway are large and take more time to exit than a regular automobile.

1.

The City Council has proposed that the new improvement on US 2 through the City of Ross include turning lanes. The Council feels that turning lanes need to be included in this project.

Thank you for the opportunity to comment on this project.

Sincerely,

Ray Anderson, Mayor
City of Ross
P.O. Box 12
Ross, ND 58776
EMail:rsjjband@restel.net

Ray Anderson, Mayor, City of Ross

Response:

1. The location of median crossing and turning lanes will be evaluated and determined in the design phase of the project and reviewed with adjacent properties

7.7 Public Hearing and Comments on Draft EIS

Public hearings for the subject project were held on October 8 and 9, 2002, to discuss the proposed improvements to US Hwy 2 from US Highway 85 to West of US Highway 52. The hearings were held at the North Central Research Extension Center, in Minot, and Senior Citizen Center in Berthold on October 8, 2002. Hearings were also held at the 2-Way Inn Café and Steakhouse in Stanley, and Williams County Courthouse in Williston on October 9, 2002. A formal presentation was followed by a period of public comment.

The following list of Public Comments and Responses begin on Page 7-59.

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Comment Sheet

Project Number: NH-7-002(051)032
 Proposed Improvements to U.S. Highway 2
 DEIS Public Hearing – Berthold, North Dakota
 Tuesday, October 8, 2002

Name (please print) Andrew Fjeldahl
 Address (please print) Farmers Union Oil Company
28101 Hwy 2 West
Berthold, ND 58718

I wish to offer the following comments:

Thank you for the opportunity to meet with our
community on October 8, 2002. I wish to make the following
comments:

1. We would like to have crossing medians at
our 2 highway approaches. We have a lot of over the
road truck traffic that need both approaches as County
Road 9A has load restrictions.

2. We would also like to request turning lanes
in front of our store at these intersections. If you
have any questions, please feel free to call me at
701-453-3481.

Thank you
Andy.

Statements not submitted at the public input meeting should be sent to:

Mr. Ken Birst, P.E.
 Design Engineer
 ND Department of Transportation
 608 East Boulevard Avenue
 Bismarck, ND 58505-0700
 E-mail: kbirst@state.nd.us

Andrew Fieldahl (Cenex – formerly Farmers Union Oil Company)**Response:**

1. The location of median crossings will be evaluated and determined in the design phase of the project and reviewed with adjacent properties.
2. During the design phase of these projects it will be determined if additional turn lanes will be needed. Existing turn lanes will be constructed within the already identified areas of impact.

SEP 2002
SECTION
DESIGNATION
4

Sept. 24, 2002

6615 - 94 Ave N.W.

White Earth, ND

58794

ND. Dept of Transportation

Dear Sirs:

Referring to the high^{way} no 2 -
from east of Berthold to the 1.3 mile
corner -

I believe it's time to get ^{this} road a
4 lane high way. It seems to me that
to much time & money has been spent.

We need this 4 lane badly -
with all the big trucks and cars & etc
traffic. It would be a boost for our
area. I had to travel on this
road with all the trucks & ^{cars} implements
moving here & there. For winter driving
& foggy weather. I understand most of the
right away has been bought.

We travel ~~south~~ south of Dodge to Welliston
one ^{way}. I don't believe that would make a
good route. We have so many miles
of good going - only a few hills & etc.

I have seen changes of No 2, when it was
a gravel highway & came through W. Earth &
other small towns. Then came high^{way} 3 mile south
oiled - Then came Hi way 2 further south.

I believe it should be built there -
There was what they called the -
Boswell Hi way ^{by} my ~~my~~ farm! Ha.

I understand Mt. is waiting to see what
happens - So wake up! There is
may things to say! But lets get the ball
rolling.

1

I, like many are WWII veterans. I would like you to take in consideration, for what we went through to make this a free nation!!!! & Northern route of Hi way. I in what we would like to see completed 2 lane high way in the very near future - right!

With the change in times & faster travel, - Do you remember speed limited at 35 MPH - ? during WWII

I know some people don't like it But answer me this where has our share of gas tax money gone - also Federal help - ?

I & many believe you should^{get} started very soon. Not this 2014 talk -

I believe Berthold, Stanley, Ross, Toga & Ray could be helped a lot by this route.

Thank you for your time
yours truly,

Clifford Halvorson

P.S. also all the travelers - those who tell me - If! you had a 4 lane we would very much like to travel in your part of the state. Those who have said it. Unbelievable - but you ^{need} 2 lane high way, needs to be a 4 lane - ! -

Clifford Halvorson**Response:**

1. When you buy motor vehicle fuels you pay both federal and state gas tax. The federal gas tax goes into the Federal Highway Trust Fund. The state uses these federal funds to pay for construction of projects such as this US 2 project. A portion of the state gas tax money is provided to counties and cities for repair, rehabilitation, and reconstruction of the roadways they are responsible for.

7-20-02

Mr. Ken Birst P.E. Design Engineer

Dear Sir:

1.

I would like to see U.S. Highway 2 become four (4) Lane using the existing Highway 2, putting the new lanes, preferably on the South side of the existing highway.

I wouldn't object if it were on the North side of the existing Highway as long as the existing Highway is used.



Evelyn Kacore
9520 66th St. N.W.
White Earth, N.D.
58794-9651

Evelyn Kjosén

Response:

1. Comment Noted



"Gloria Johnson"
<gjohnson@dia.net>
10/09/2002 10:05 PM

To: <kgood@state.nd.us>
cc:
Subject: williams co. roadwork

Hello:

1.

I received a phone call this evening from Marv Baarstad. He had attended a meeting regarding the continuation of construction of Hwy 2 into a 4 lane highway. There was discussion regarding graves along side of Highway 2 in Twp. 156, Rg. 98, Sect. 12.

A group of us have been documenting all of the rural cemeteries and private burials in Williams County and are going into our 5th year now. I have been coordinating this ongoing project and do have information regarding these graves.

According to my records there is a Dunkard (Tank) Cemetery approx. 3 miles west of Ray, on the north side of Highway 2 that can be seen from the highway. I have a copy of the Warranty Deed record for this cemetery. It is in Wheelock Township and the description is:

A strip of land lying 33 ft. on each side of the following center line. Beginning at a point 147½ft. North of the SW Corner, Section 12, Twp. 156, R. 98, thence on a curve to the east (147 ft. radius) to a point of 147 ft. east of the SW Corner, Section 12. Containing an area of .3 acres more or less and all lying in the SW 1/4 SW 1/4 Section 12, Twp. 156, R. 98 W.

The Dunkard Church of Ray established this cemetery and the Warranty Deed is dated 27 February 1936.

I have 12 graves accounted for in this cemetery. Possibly more unmarked graves. The cemetery is well maintained and fenced in.

Another description I have was dated the 07 October 1907 & records the land purchase for \$50.

Beginning at the Southwest corner of the Southwest quarter (SW 1/4) of Section 12 in township 156, Range 98W, thence running due North 21.9 rods, thence running due East 21.9 rods, thence running due South 21.9 rods, thence running due West 21.9 rods to the point of beginning. Containing a parcel of land 21.9 rods by 21.9 rods and being a part of the Southwest quarter of Sect. 12, in Twp. 156, North Rg. 98 west., containing .3 acres more or less. Land was purchased from Mrs. Mary Hart.

I hope this info will help to answer some of your questions. If I can be of further help with info, please let me know.

Sincerely,
Gloria Johnson

Gloria Johnson**Response:**

1. It is the NDDOT's policy to investigate all design measures to avoid known graves. If burial relocation becomes necessary, the NDDOT conducts the removal and reburial with the utmost respect and depending upon the type of burial, include either Native American traditional religious people or Christian Clergy.

White Earth, North Dakota
September 18, 2002

Mr. Ken Burt, P.E. Design Engineer
N.D. Department of Transportation
608 E. Boulevard Avenue
Bismarck, N.D. 58505-0700



Dear Sir:

1.

Thank you for the material sent concerning the construction of a new Highway no. 2.

Now the plans for a new no. 2 have been in the making since the 1960's. Now it's time to get on with it; the best and most useful and safe way possible. Many people continue with new ideas and plans. But there are people in charge of this project, who have studied and know what is best. Sure it will affect a few, but that is life. Cities build wherever and people accept it.

We need a safe highway to travel on ice and snow! Truckers need a safe highway. We need an interstate highway where travelers, vacationers, and sightseers will come travel on, rather than the statement I've heard, "Oh! no we traveled across the state on the interstate". Montana is fast deciding on an interstate no. 2. We must have it here in N.D. to join up with them. Businessmen look for a good highway system!!

So, however is the best way + place to build the new no. 2 interstate lets get with it NOW!!

Sincerely,
Leona Halvorson 7-122
White Earth, N.D.

Leona Halvorson

Response:

1. Comment Noted

Comment Sheet

Project Number: NH-7-002(051)032
Proposed Improvements to U.S. Highway 2
DEIS Public Hearing – Berthold, North Dakota
Tuesday, October 8, 2002

Name (please print) Marvin Heller

Address (please print) 8904 324th St NW
Berthold ND 58718

I wish to offer the following comments:

1.

Please, if you must continue with this
unnneeded boondoggle, have the common sence to
put the new lane on the south side of the
existing road as it passes by our farm

THANKS

Marvin Heller

Statements not submitted at the public input meeting should be sent to:

Mr. Ken Birst, P.E.
Design Engineer
ND Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700
E-mail: kbirst@state.nd.us

Marvin Heller

Response:

1. Comment Noted

Dear Sir,

1.

In living in N.D. state my entire lifetime.
I would say the most economical way would be to use
the existing N.D. #2 highway as two of the four lanes, working
on either the north or south or both sides of existing highway
as feasibility allows, taking into consideration, safety,
environmental, and existing situations such as large businesses
well improved farms, and shelter belts etc.

The White Earth Valley area, both East side + West side
both have some very deep cuts + fills, which could possibly
be used with some modification.

Thanks for the privilege of letting me
submit as suggestions two.

Sincerely

Mervel Kjaer

9520 66th St. N.W.

White Earth, N. Dak. 58794

Merrel Kjosén

Response:

1. Comment Noted.



"Hillman, Michael A"
<Michael.Hillman@BNSF.com>

10/29/2002 12:59 PM

To: "kbirst@state.nd.us" <kbirst@state.nd.us>

cc: "Arndt, Spencer D" <Spencer.Arndt@BNSF.com>, "Stack, Clyde D" <Clyde.Stack@BNSF.com>, "Hillman, Michael A" <Michael.Hillman@BNSF.com>

Subject: NDDOT Project Number NH-7-002(051)032, US Hwy 2 DEIS Comments

Kenneth,

1.

Per the Draft Environmental Impact Statement (DEIS) sent to the Burlington Northern and Santa Fe Railway (BNSF), BNSF would offer the following comments:

The DEIS notes on page 2-28 that "An additional at-grade crossing will be required for the BNSF branch line track located just west of Berthold (milepost 121.92). The existing crossing is protected with automatic flashing light signals with short arm gates, advanced warning signs, and pavement markings." BNSF does not wish to add any new, additional at-grade crossings. The existing crossing at Berthold should be utilized to get traffic across the tracks, or be closed in order to accommodate the new crossing location. There should be a solution to net zero additional crossings in that location (traffic flow modification, road build/relocation, etc).

If you have any questions for me, feel free to reply to this email or give me a call at 763-782-3492.

Mike Hillman
Manager of Public Projects
Representing The Burlington Northern and Santa Fe Railway
(763) 782-3492

Mike Hillman**Response:**

1. An additional at grade crossing is not required. The existing crossing will be widened as required. The same protective device in place will remain and be upgraded as necessary

MARK F. PURDY
DONALD A. NEGAARD
JAMES E. NOSTDAHL
CAROL K. LARSON
DAVID J. HOGUE
REED A. SODERSTROM
MARK R. HAYS
MICHAEL A. BOSH
BRENT M. OLSON

PH
LAW OFFICES OF
PRINGLE & HERIGSTAD, P.C.
BREMER BANK BUILDING
20 SW 1ST STREET
POST OFFICE BOX 1000
MINOT, NORTH DAKOTA 58702
(701) 852-0381
FAX (701) 852-1301
E-mail: pringle@ndak.net

DEWITT C. LEWIS
DEBRA L. HOFFARTH
JAMES G. WOLFF

COUNSEL
HERBERT L. MUECHKE
IAN M. SPRAY

RETIRED
ROGER C. HERIGSTAD
THOMAS A. WENTZ
*Licensed in Nevada

September 3, 2002

Mr. Kenneth E. Birst, P.E.
Design Engineer
DEPARTMENT OF TRANSPORTATION
608 East Boulevard Avenue
Bismarck, ND 58505-0700

NDDOT PROJECT NUMBER: NH-7-002(051)032
U.S. HIGHWAY 2

We are in receipt of the Draft Environmental Impact Statement (EIS) on the U.S. Highway 2 project. Our comments contained herein are only intended to be offered on behalf of the persons in Berthold interested in the current Cenex C-Store. That store is shown on Figure B-7 of the plans.

As such, we wish to advise that any of the four current plans would pass objections, provided that currently available access from Highway 2 to the C-Store is not altered, obstructed, or impaired. The community of Berthold has invested a considerable amount of local resources in this facility to allow travelers on Highway 2 easy-on and easy-off access to the Cenex station.

1.

We could assume this unaltered access has been planned for based on the comments contained in the last paragraph on page 4-4 of the Draft EIS, but the paragraph does not specifically address access to "businesses" along the highway; it references "travel pattern or access within the cities."

Again, on page 4-10, the EIS states that "travel patterns of residents and accessibility within the communities is not anticipated to change significantly," but it does not state that all current ingress and egress in general or, specifically, on and off access Highway 2 from mile posts 123 to 124, will remain the same.

Mr. Kenneth E. Birst, P.E.

Page 2

September 3, 2002

Any clarification you can provide in letter form and in the final EIS would be helpful.

Thank you.



Don Negaard

jt

Pringle & Herigstad, P.C.**Response:**

1. It is not intended to remove any current access points. Additional traffic operation studies may be completed in the design phase to review the current access points to make sure they do not cause any safety concerns. Access will be reviewed with adjacent properties in the design phase of the project.

Comment Sheet

Project Number: NH-7-002(051)032
Proposed Improvements to U.S. Highway 2
DEIS Public Hearing – Stanley, North Dakota
Wednesday, October 9, 2002

Name (please print)

Rena Iverson

Address (please print)

*PO Box 43 White Earth**White Earth, N.D.**58244 701-755-3426*

I wish to offer the following comments:

1.

*North South Alternative seems to make more
sense to me - least impact - least cost*

Statements not submitted at the public input meeting should be sent to:

Mr. Ken Birst, P.E.
Design Engineer
ND Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700
E-mail: kbirst@state.nd.us

Rena Iverson

Response:

1. Comment Noted.

Comment from Rod Buxa (Anamoose 701-465-7245)

Telephone Conversation

1.

He is against 4 laning Highway 2, because he feels the money can be better allocated to other areas.

He requested truck and car traffic data for Highways 2 and 52.

Rod was advised the comment period was open until 10/21/02 and was giving traffic data by phone on 10/7/02.

Rod Buxa

Response:

1. Comment Noted

Comment Sheet

Project Number: NH-7-002(051)032
 Proposed Improvements to U.S. Highway 2
 DEIS Public Hearing – Stanley, North Dakota
 Wednesday, October 9, 2002

Name (please print)

Rosella Person

Address (please print)

6505 99th DR NW

White Earth, ND

58794-9652

I wish to offer the following comments:

In my opinion the purchase of Easements has futed the direction for the concerning the proposal.

My husband & myself own Property on the Northside of new Highway 2.

We definitely need this Highway as soon as possible.

The Commerce that the Area can gain is enormous.

Can you imagine a large company given a choice of an area with modern transportation or decades old. Which would you take.

The possibilities are unending as far as growth.

We need to get this project on track before money is taken from it for another project.

We have been told that the funds won't (not can't) be taken for another project. I know the lobbying that takes place and who in the area has power.

In our Rural area we don't have the backing of other areas. Let keep on going. Show what

Northern (Northwestern) North Dakota has to offer. Thank you for your time.

Rosella Person

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 Design Engineer
 ND Department of Transportation
 608 East Boulevard Avenue
 Bismarck, ND 58505-0700
 E-mail: kbirst@state.nd.us

1.

Rosella Person

Response:

1. Comment Noted

Comment Sheet

Project Number: NH-7-002(051)032
 Proposed Improvements to U.S. Highway 2
 DEIS Public Hearing – Stanley, North Dakota
 Wednesday, October 9, 2002

Name (please print) Scott Meiers

Address (please print) Box 61

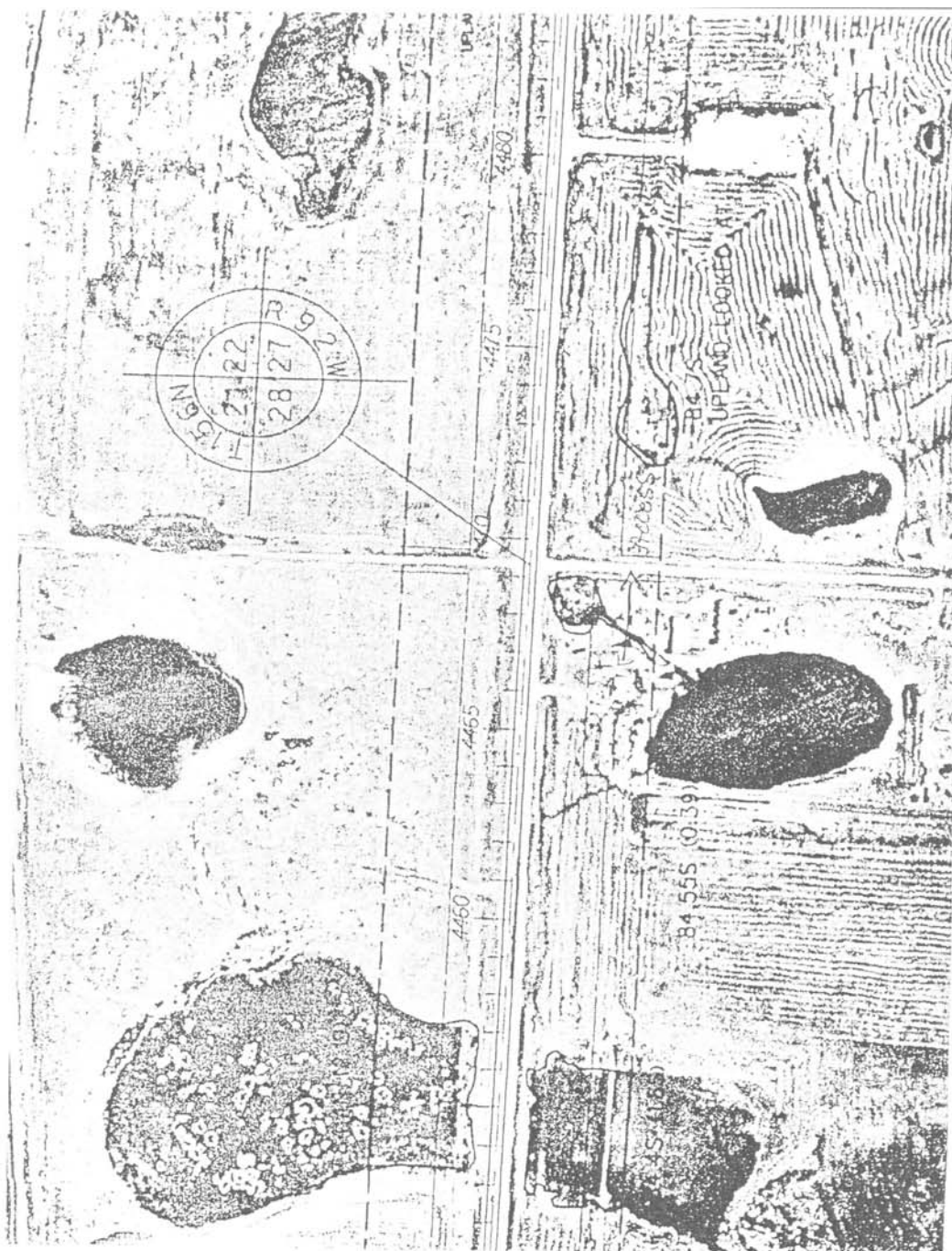
Ross N.D. 58776

I wish to offer the following comments:

1. (1) I would prefer the North South Alternative AS I
previously stated in comment sent in 2000.
2. (2) I am concerned that my access as I currently
have it will probably be eliminated when the new road is
constructed. Therefore my garage will not be of much
use and would have to construct a new one. I would
like to know if this is the case and if so, have
you construct a new access prior to any major work in
my section.
- (3) I would recommend we eliminate the No Mow along
this Highway.

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 Design Engineer
 ND Department of Transportation
 608 East Boulevard Avenue
 Bismarck, ND 58505-0700
 E-mail: kbirst@state.nd.us

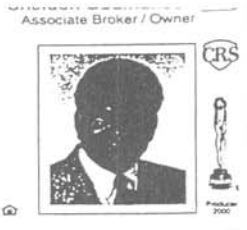


Scott Meiers**Response:**

1. Comment noted.
2. Final access points have not yet been determined and will be done during the design phase and reviewed with adjacent properties.

Century 21
tion Realtors®
 10 20th Ave. SW
 Minot, North Dakota 58701
 Sales (701) 839-0021
 (701) 839-0191
 Residence (701) 852-4969
 Mail century21@minot.com

Office is Independently Owned And Operated



9-2-02



Dear Ken Birst,

Thank you for sending me this report.
 I'm pleased to see highway travel west of
 Minot is being improved.

1.

This project still comes up short
 in respect to northern North Dakota
 economic development. We need the
 project to extend to Glendin, MT. to
 pick-up interstate travel. This will
 encourage trucking from I-94 to
 Minot, Grand Forks and on east
 to the northern Great Lakes region.

Thank You
 Fredrickson

Each Office Is Independently Owned And Operated

Sheldon Gudmunson**Response:**

1. Improvements to highways extending to Glendive, Montana, are predominantly under the jurisdiction of the Montana Department of Transportation. There are currently no plans to improve any of the highways, under NDDOT jurisdiction to Glendive.

Comment Sheet

Project Number: NH-7-002(051)032
Proposed Improvements to U.S. Highway 2
DEIS Public Hearing – Stanley, North Dakota
Wednesday, October 9, 2002

Name (please print)

Stanley Weight

Address (please print)

Box 97
Stanley, ND 58784

I wish to offer the following comments:

1.

Please build the entire
highway as a 4-lane, divided road
as soon as possible. I feel our
entire area is deteriorating because of this
single road.

Statements not submitted at the public input meeting should be sent to:

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Design Engineer
ND Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700
E-mail: kbirst@state.nd.us

Stanley Wright

Response:

1. Comment Noted

Ken Burst
Design Engineer
N.D. Dept of Transp.
608 E. Blvd



Bismarck, N.D. 58505-0700

1.

We are writing about a very dangerous spot on Highway 2 in the Valley at White Earth. When we are going down the west hill at W. E. (we live in the Valley) we have to make a left turn - there are very fast vehicles - Buses - Cars - big trucks coming full speed behind us - it is very dangerous - people have no regard for the solid line - no passing - Why haven't you put a passing lane on the south side - (like at the Tingo Junction) There have been accidents there - there is a lot of traffic into White Earth. We spoke to a Highway Official years ago about it - he had a smart answer - "The sign for White Earth is there" - nothing was ever done. If this does not pertain to you please give it to the person or people who should

be doing something about this.
Would it help if we got a petition
upon this? There are many
concerned. Please answer this.

As for the 4 lane - the land
is brought up for it - build on it.

Concerned for the safety of
everyone -

Mr + Mrs Wilbur Arson
6277 99th Ave N.W.
White Earth, N. Dak.

58794

Ph. 701-755-3315

Mr. and Mrs. Willard Hanson**Response:**

1. Separate turning lanes will be investigated at the White Earth intersection. The proposed four lane roadway, by adding another driving lane, will greatly improve the traffic operating characteristics of this and all the other intersections along this portion of US 2.



WILLISTON AREA CHAMBER OF COMMERCE

10 MAIN - P.O. BOX G
WILLISTON, NORTH DAKOTA 58802-0779
TELEPHONE (701) 577-6000
FAX (701) 577-8591
e-mail wchamber@skylandnd.net

Kenneth E. Birst
Design Engineer
ND Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

September 25, 2002

Dear Kenneth Birst,

In regards to your Draft Environmental Impact Statement for the proposed improvement to US Highway 2 between Minot and Williston, the Williston Area Chamber of Commerce agrees with your study and fully supports it's conclusion.

Thank you for the time and effort you have expended on the US Highway 2 project.

Sincerely,

Diane Hagen
Executive Director
Williston Area Chamber of Commerce

dlg

